

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Are You Really a Check Pilot or Are You Just Along For the Ride?

We need your help...as a valued member of Civil Air Patrol you are part "owner" of the expensive equipment our nation has entrusted us with. Unfortunately some of our members have let us down by not providing the guardianship of that equipment over the past 19 months. From 1 June 2007 until 31 December 2008, 81 CAP aircraft were damaged due to pilot error. Check pilots, instructor pilots or mission check pilots were crewmembers on 40 of those aircraft at the time they were damaged. Sixteen were the PIC, 22 were in the right seat and the other 2 were in the back seat (NOTE: Some of these mishaps had more than one check/instructor pilot on board).

Check/mission check/instructor pilots were involved in 33 accident or incidents, runway excursions, blown tires; 27 of these incidents, such as, tail strikes, hard landings, high flares, etcetera, could have been prevented by the check pilot or IP taking charge of the situation. Thirteen check pilots/IPs were involved in taxi incidents, taxiing between parked aircraft, running into parked aircraft, taxiing short cuts across the grass at night. Eight were involved in propeller ground damage incidents, ladders hit, chocks and rocks picked up, taxiway lights hit, cones hit, etc. while 21 were involved in hangar related incidents. Every part of an aircraft that could possibly have been damaged in a hangar has been.

Hangar related incidents can always be avoided. Techniques for avoiding this needless damage were covered in the excellent ground handling video CAP distributed to every unit in August of 2007 and also in the October 2008 Sentinel. We do not expect you to be a superman and put the aircraft into the hangar by yourself. Either get help or tie the aircraft down on the ramp. When you do have help, have someone watch the wings and tail for clearance. Some wings have had great results painting lines or putting colored tape on the ground to clearly show where the aircraft wheels need to track so damage can be avoided.



CAP Safety Team

Col Lyle Letteer, CAP/SE
lletteer@cap.gov

Col Charles Greenwood, GLR/SE
cgreenwo@bsu.edu

Col Charles Glass, MER/SE
csglass@juno.com

Lt Col Bruce Brown, NER/SE
bbrown@ner.cap.gov

Maj Alex Kay, PCR/SE
bcat417@aol.com

Col Ralph Tomlinson, NCR/SE
csr@isunet.net

Lt Col Donald Johanson, RMR/SE
johansondon@msn.com

Maj Bill Woody, SER/SE
wawoody@att.net

Maj Henry Lile, SWR/SE
hlile@aol.com

Lt Col Larry Mattiello, Editor
Phone: 917-969-1812
Fax: 972-991-5855
lmattiello@airsure.com

HQ Civil Air Patrol/SE
105 South Hansell Street
Maxwell AFB AL 36112-6332

It is the responsibility of a CAP check pilot, instructor pilot and mission check pilot to see that CAP pilots are trained to a higher standard than general aviation pilots. CAP check pilots and instructor pilots also have the responsibility for the safe operation of CAP aircraft. If a check or instructor pilot sees a problem developing, he/she should take charge to make sure the problem never exceeds the aircraft's or aircrew's capabilities.

CAP check pilots, instructor pilots and mission check pilots...most of the damage highlighted above was within your capability to prevent. We need you to step up to the plate and accept full responsibility for training our pilots, as well as being a positive role model for them. This will not only help us protect CAP assets, but it will also help us prevent injuries and save lives. Also, keep in mind that any money that CAP has to spend repairing unnecessary damage is less money that CAP can put into other mission areas, including providing additional funds for flying training. Please give CAP your total support to turn this critical problem around. After all, as a member you are a part "owner" of these valuable aircraft.

Col Lyle E. Letteer, CAP
National Safety Officer

Brrrrr--- It's Cold Out There!

It's chilly out this time of the year so let's take a moment to remember to ALWAYS wear or bring along a coat and other appropriate outerwear to our squadron meetings and other activities.

The answer I often encounter when making the above statement is "I ride to the meeting in a warm car and go into a warm meeting place, why would I need a jacket -it messes up my Uniform!"

The reason is... what would you do if the car were to be disabled during your trip and what would you do if you needed to evacuate the building in an Emergency?

Many of you stand formation out of doors in winter months as well, and it's a health risk to do so without proper outer clothing, yet I have seen it happen.

Your health is much more important than not wearing or having in your possession a coat at your meetings or activities during the winter months.

I am asking all commanders to take a moment and remind and require those under their command to bring appropriate outerwear to all meetings and activities during the winter months.

Capt Stohlquist, CAP

This article appeared in the Dec 08 *Illinois Wing Safety Pins*.
The entire Safety Pins may be viewed at <http://ilcap.org/safety/Safety.htm>

Pre and Post Flight Actions

One of the continuing trends seen in regards to incidents in aviation is that there are insufficient pre and post flight inspections. A number of aviation related incidents are directly associated with items that could have been detected by a thorough and comprehensive preflight. In addition, a proper post flight will help to note potential problems which could be a factor on a subsequent flight.

As stated in the April Safety Pins, preflight does not begin at the airport. It starts well before you even get to the airport. First and foremost, make sure the most important safety feature of the aircraft is ready to go. By that I mean, you! Be sure you are healthy and rested enough to do the flight. If you are upset or under severe stress, you should consider postponing your flight. Check those meds! Sometimes we get a new prescription from the doctor. Many of these new scripts are not certified for pilots by the FAA. Check to see if your medications are allowed by the FAA.

Before any action is done to the aircraft, make sure ALL appropriate paperwork is in the aircraft. This means that in addition to the required AROW documents check the aircraft binder. Make sure all CAP regulations and documents are in the binder and are current. I have found that one of the most common infractions during an aircraft inspection is that the documents are not current in the binder.

While checking the binder, pay attention to the inspection dates and the hobbs/tach times for required maintenance. DO NOT EXCEED these limits! Make sure there is sufficient time on the aircraft to complete your sortie and transport the aircraft to maintenance!

Look at the last date of the VOR check. If you are planning to fly IFR, you need a current VOR check. If VFR and the date is coming due, perform a VOR check. Keep the plane current for ANY contingency.

Be absolutely certain that the preflight checklist is followed! The aircraft checklists have the key items listed to be checked for the safe flight operation. By utilizing the checklist, you are not likely to miss any key items. The checklist is there for your safety.

Last but certainly not least, do a thorough post on the aircraft. Do a walk-around and check for any damage to the aircraft. Sometimes things break during flight or are damaged. Do not leave a surprise for the next pilot! Report infractions immediately to the aircraft POC.

If there is damage to the aircraft, follow reporting procedures in CAPR 62-2 and any Wing Supplement to CAPR 62-2. The Safety office is not on a witch hunt. We are just looking for trends that may prevent future incidents.

Maj John Brendel, CAP

This article appeared in the Dec 08 *Illinois Wing Safety Pins*.

The entire Safety Pins may be viewed at <http://ilcap.org/safety/Safety.htm>

Summary of Form 78 Accidents and Incidents for November 2008

Aircraft

Precautionary landing – electrical problem caused tachometer discrepancy

Bird strike – bent rudder

Glider annual inspection – found damage to tail bulkhead/frame

Both main landing gear tires blown on landing rollout

Precautionary landing – engine lost 200-300 RPM passing through 1000 AGL

Vehicle

Parked van side-swiped by passing vehicle

CAP van collided with POV while backing up

Discovered CAP van window broken by baseball

Rock fell onto roadway causing front-end damage to vehicle while towing a glider trailer

Bodily Injury

Cadet did a back flip off pool edge and struck pool edge with front teeth

Cadet injured finger trying to catch a football

Senior member injured by falling crowbar

Cadet injured shoulder doing push-ups

Cadet sitting outside during ground team training, leaned forward and received foreign object in nostril

Reminder – Mishap-Free Certificates

Certificate of Achievement - A certificate presented annually to CAP units that have operated without a mishap during the past calendar year. Wings must submit a list of units by name and charter number eligible for this award to NHQ CAP/SE postmarked (dated in the case of e-mail) not later than 15 March 2009. You may e-mail your list to jsanderson@capnhq.gov. (CAPR 62-1 para 5e)